

Coast Guard Headquarters, 2100 Second Street, SW., Washington, DC 20593-0001, telephone (202) 267-1217.

SUPPLEMENTARY INFORMATION: Notice of this meeting is given pursuant to the Federal Advisory Committee Act, 5 U.S.C. App. 2, section 1 *et seq.*

One section of the 1990 Amendments to the Federal Clean Air Act (CAA) requires states to achieve and maintain a 15% reduction in their Volatile Organic Compound (VOC) emissions level below the 1990 base year level by 1996 in non-attainment areas within the individual states. States are presently developing methods to achieve required compliance levels. One state has recently passed state regulations that will require vessels that have carried certain VOC cargoes and are being gas-freed and/or cleaned to utilize a marine vapor control system or an alternate means of control approved by the state at the tank vessel cleaning facility. It is anticipated other states will develop similar regulations as a means of complying with the CAA Amendments for their states.

The Chemical Transportation Advisory Committee Subcommittee on Marine Vapor Control Systems has been conducting a detailed review of tank vessel cleaning facility gas-freeing and tank cleaning operations, and has been evaluating the hazards associated with the use of marine vapor control systems at these facilities.

At the last Subcommittee meeting in January 1995, a working group was formed to develop a draft set of recommendations for proposed safety standards for use of a vapor control system at tank vessel cleaning facilities. The purpose of this meeting will be to discuss the working group's draft recommendations and develop final proposed safety standards for submission to the Chemical Transportation Advisory Committee at their June 1995 meeting.

Dated: March 29, 1995.

Joseph J. Angelo,

Acting Chief, Office of Marine Safety Security and Environmental Protection.

[FR Doc. 95-8388 Filed 4-4-95; 8:45 am]

BILLING CODE 4910-14-M

Federal Aviation Administration

[AC No. 145-XX]

Proposed Advisory Circular (AC) on Repair Station Internal Evaluation Programs

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Request for comments on proposed AC for Repair Station Internal Evaluation Programs.

SUMMARY: The proposed AC is intended to provide information and guidance material that may be used by repair station certificate holders to design and implement an Internal Evaluation Program operating under Federal Aviation Regulations Part 145.

DATES: Comments must be received on or before June 5, 1995.

ADDRESSES: Send all comments and requests for copies of the proposed AC to: Federal Aviation Administration, Aircraft Maintenance Division (Attention: AFS-350, 800 Independence Avenue, SW., Washington, DC 20591.

FOR FURTHER INFORMATION CONTACT: Glen Kinney, AFS-350, at the above address; telephone: (202) 267-3781 (8:30 a.m. to 5 p.m. EST).

SUPPLEMENTARY INFORMATION: The guidance material contained in this AC reflects the material that may be used by repair station certificate holders to design and implement an Internal Evaluation Program.

Issued in Washington, DC, on February 10, 1995.

William J. White,

Deputy Director, Flight Standards Service.

[FR Doc. 95-8366 Filed 4-4-95; 8:45 am]

BILLING CODE 4910-13-M

Approval Noise Compatibility Program for McCarran International Airport, Las Vegas, Nevada

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice.

SUMMARY: The Federal Aviation Administration (FAA) announces its findings on Revision No. 2 to the Approved Noise Compatibility Program submitted by Clark County, Nevada for McCarran International Airport under the provisions of Title I of the Aviation Safety and Noise Abatement Act of 1979 (Public Law 96-193) and 14 CFR Part 150. These findings are made in recognition of the description of Federal and non federal responsibilities in Senate Report No. 96-52 (1980). On February 15, 1995, the Associate Administrator for Airports approved the Noise Compatibility Program for McCarran International Airport.

EFFECTIVE DATE: The effective date of the FAA's approval of the Noise Compatibility Program is February 15, 1995.

FOR FURTHER INFORMATION CONTACT: Elisha Novak, Senior Airport Planner,

Federal Aviation Administration, San Francisco Airports District Office, 831 Mitten Road, Burlingame, CA 94010-1303, Telephone: (415) 876-2528.

SUPPLEMENTARY INFORMATION: This notice announces that the FAA has given its overall approval of the Noise Compatibility Program for McCarran International Airport, effective February 15, 1995.

Under Section 104(a) of the Aviation Safety and Noise Abatement Act of 1979 (hereinafter referred to as "the Act"), an airport operator who has previously submitted a Noise Exposure Map may submit to the FAA a Noise Compatibility Program which sets forth the measures taken or proposed by the airport operator for the reduction of existing non compatible land uses and prevention of additional non compatible land uses within the area covered by the Noise Exposure Maps. The Act requires such programs to be developed in consultation with interested and affected parties including local communities, government agencies, airport users, and FAA personnel.

Each airport Noise Compatibility Program developed in accordance with Federal Aviation Regulations (FAR) Part 150 is a local program, not a Federal Program. The FAA does not substitute its judgment for that of the airport sponsor with respect to which measures should be recommended for action. The FAA's approval or disapproval of FAR Part 150 program recommendations is measured according to the standards expressed in Part 150 and the Aviation Safety and Noise Abatement Act of 1979, and is limited to the following determinations:

a. The Noise Compatibility Program was developed in accordance with the provisions and procedures of FAR Part 150;

b. Program measures are reasonably consistent with achieving the goals of reducing existing non compatible land uses around the airport and preventing the introduction of additional non compatible land uses;

c. Program measures would not create an undue burden on interstate or foreign commerce, unjustly discriminate against types or classes of aeronautical uses, violate the terms of airport grant agreements, or intrude into areas preempted by the Federal government; and

d. Program measures relating to the use of flight procedures can be implemented within the period covered by the program without derogating safety, adversely affecting the efficient use and management of navigable airspace and air traffic control

responsibilities of the Administrator prescribed by law.

Specific limitations with respect to FAA's approval of an Airport Noise Compatibility Program are delineated in FAR Part 150, Section 150.5. Approval is not a determination concerning the acceptability of land uses under Federal, State or local law. Approval does not, by itself, constitute an FAA implementation action. A request for Federal action or approval to implement specific Noise Compatibility Measures may be required. An FAA decision on the request may require an environmental assessment of the proposed action. Approval does not constitute a commitment by the FAA to financially assist in the implementation of the program nor a determination that all measures covered by the program are eligible for grant-in-aid funding from the FAA under the Airport and Airway Improvement Act of 1982, as amended. Where Federal funding is sought, requests for project grants must be submitted to the FAA Airports District Office in Burlingame, California.

Clark County, Nevada submitted to the FAA on March 9, 1994, the Noise Exposure Maps, descriptions, and other documentation produced during the Noise Compatibility Planning study conducted from January 1992 through December 1992. The Noise Exposure Maps were determined by the FAA to be in compliance with applicable requirements on August 19, 1994. Notice of this determination was published in the **Federal Register** on August 31, 1994.

The study contained a proposed Noise Compatibility Program comprised of actions designed for phased implementation by airport management and adjacent jurisdictions from the date of study completion to, or beyond, the year 1999. It was requested that the FAA evaluate and approve this material as a Noise Compatibility Program as described in Section 104(b) of the Act. The FAA began its review of the program on August 19, 1994 and was required by a provision of the Act to approve or disapprove the program within 180 days (other than the use of flight procedures for noise control). The Noise Compatibility Program was approved by the FAA on February 15, 1995. Failure to approve or disapprove such a program within the 180-day period shall be deemed to be an approval of such program.

The submitted revision to the approved program contained twenty two proposed actions for noise mitigation on and off the airport. The FAA completed its review and determination that the procedural and

substantive requirements of the Act and FAR part 150 have been satisfied. The overall program was approved by the Assistant Administrator for Airports effective February 15, 1995.

Outright approval was granted for twenty (20) of the specific program measures. Two (2) measures were disapproved pending receipt of additional information. The approved measures included existing flight track policies, existing runway use programs, public information programs, acquisition of property or aviation easements in noise exposure areas of 65-75 dB DNL, establish soundproofing programs, and continue redevelopment programs with County, State and other Federal agencies. The two measures disapproved pending receipt of additional information consisted of (1) use of North Las Vegas Air Terminal for general aviation and (2) analyze revising the Oasis Standard Instrument Departure (SID) procedure.

This determination is set forth in detail in a Record of Approval endorsed by the Assistant Administrator for Airports on February 15, 1995. The Record of Approval, as well as other evaluation materials and the documents comprising the submittal, are available for review at the FAA office listed above and at the administrative offices of Aviation Department, Clark County, Nevada.

Issued in Hawthorne, California on March 23, 1995.

Herman C. Bliss,

Manager, Airports Division, AWP-600, Western-Pacific Region.

[FR Doc. 95-8365 Filed 4-4-95; 8:45 am]

BILLING CODE 4910-13-M

Research, Engineering and Development Advisory Committee; Subcommittee on Aircraft Safety

Pursuant to section 10(A)(2) of the Federal Advisory Committee Act (Pub. L. 92-362; 5 U.S.C. App. I), notice is hereby given of a meeting of the Subcommittee on Aircraft Safety of the Federal Aviation Administration (FAA) Research, Engineering and Development (R,E&D) Advisory Committee to be held Tuesday, April 18, 10 a.m. to 5 p.m. The meeting will take place at the FAA/AANC NDI Validation Center, 3260 University SE, Access Road B, Albuquerque, New Mexico.

The agenda for this meeting will be to plan subcommittee objectives and activities for the upcoming year including a review of FAA and NASA research activities in the aircraft safety area.

Attendance is open to the interested public, but limited to space available. With the approval of the subcommittee chairman, members of the public may present oral statements at the meeting. Persons wishing to present oral statements, obtain information, or attend the meeting should contact Mr. Dan Salvano, AIR-101, 800 Independence Avenue, SW, Washington, DC, at (202) 267-9554, the FAA Designated Federal Official to the subcommittee.

Members of the public may present a written statement to the subcommittee at any time.

Issued in Washington, DC, on March 30, 1995.

Andres G. Zellweger,

Director, Office of Aviation Research.

[FR Doc. 95-8369 Filed 4-4-95; 8:45 am]

BILLING CODE 4910-13-M

Notice of Intent To Rule on Application To Impose and Use the Revenue From a Passenger Facility Charge (PFC) at Lebanon Municipal Airport

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Correction.

SUMMARY: In Notice document 95-6517 beginning on page 14316, in the Thursday, March 16, 1995 issue, make the following correction: On page 14317 in the first column, under proposed charge expiration date, July 15, 1995, should read May 15, 1998.

FOR FURTHER INFORMATION ON THIS CORRECTION CONTACT: Priscilla Soldan, Airports Program Specialist, Federal Aviation Administration, Airports Division, 12 New England Executive Park, Burlington, Massachusetts 01803, (617) 238-7614.

Bradley A. Davis,

Assistant Manager, Airports Division, New England Region.

[FR Doc. 95-8367 Filed 4-4-95; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF THE TREASURY

Office of the Comptroller of the Currency

Information Collection Submitted to OMB for Review

AGENCY: Office of the Comptroller of the Currency, Treasury.

ACTION: Extension of comment period for information collection submitted to OMB for review and approval under the Paperwork Reduction Act of 1980.